

LOCAL NOTICE TO MARINERS

MONTHLY EDITION

Issued by: Commander, Ninth Coast Guard District (oan), 1240 East Ninth Street, Cleveland, OH 44199-2060 Telephone: (216) 522-3991

All times shown in local time unless otherwise noted. Positions are in degrees, minutes, seconds, and tenths of seconds. Numbers within

brackets [/] refer to the LNM where information was first printed. Direct questions about this LNM to the above address.

USE OF THE LOCAL NOTICE TO MARINERS

The Monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Ninth Coast Guard District.

This Monthly edition should be retained as a reference for subsequently issued Weekly Supplements.

** Electronic Bulletin Board Service: (703)313-5910**

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BROADCAST NOTICE TO MARINERS (BNM) are issued by Ninth District and all Group Offices for their areas of responsibility. Navigation

information having been of immediate concern to the Mariner, the following broadcasts have been incorporated into this LNM when still significant:

Ninth District	C019-97through C019-97	Group Buffalo, NY	B009-97through B010-97
Group Detroit, MI	D025-97	through D032-97	Group Grand Haven, MI G012-97
	through G016-97.		
Group Milwaukee, WI	M012-97	through M025-97	Group Sault Ste Marie, MI
	S033-97through S042-97		

Light List Reference: Commandant Publication P16502.7, VOL VII, 1997 Edition / Coast Pilot Reference: U.S. Coast Pilot 6 Great Lakes 1997 Edition

REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

I. SPECIAL NOTICES

GREAT LAKES AIDS TO NAVIGATION COMMISSIONING INFORMATION

The U. S. Coast Guard will provide information concerning the commissioning of lighted floating aids in the Great Lake's critical waterways. This

information will be provided only upon request. For the St. Mary's River, contact: SOO CONTROL - Commander, U. S. Coast Guard Group Sault Ste.

Marie, Sault Ste. Marie, MI 49783-9501 (906) 635-3232. For the East Outer Channel, Detroit River, Lake St. Clair Main Channel and the St. Clair

River contact: SARNIA TRAFFIC - Coast Guard Traffic Centre Sarnia, 105 Christina St. South, P.O. Box 2778, Sarnia, Ontario N7T 7W1 (519) 337-6360.

A checkoff list for the commissioning of aids in these waterways is listed in enclosure (1) of LNM 02/97. [02/97]

OPENING OF THE 1996 NAVIGATION SEASON Seaway Notice No. 1

The opening of the 1996 navigation season is scheduled to take place on the dates and times listed below:

Montreal-Lake Ontario April 2, 1997 - 0800 hours E.S.T.)

Welland Canal April 2, 1997 - 0800 hours E.S.T.)

Vessel transits will be subject to weather and ice conditions. Navigation may be restricted to daylight hours in some areas until lighted navigation aids have

been installed. Mariners are advised that due to the high water levels existing on Lake Ontario, the International Joint Commission authorized the

implementation of criteria (K), on January 17, 1997. This criteria allows flows to be increased to levels which may affect navigation during the opening period.

A review of the ice conditions, water levels and flows will be carried out the first week of March. A notice confirming the opening date will be issued on March

10, 1997. The Seaway entities also announce that, for the 1997 navigation season, the clearance date for the Montreal-Lake Ontario Section has been

designated as December 20, 1997, 2400 hours. "The clearance date" is the date by which the vessel must report at the applicable calling-in point referred to

in subsection 97(3), part X, of the Seaway Handbook, for the final transit of the Montreal-Lake Ontario Section of the Seaway. [01/96]

OPENING OF THE 1996 NAVIGATION SEASON Seaway Notice No. 2

The opening of the 1996 navigation season is scheduled to take place on the dates and times listed below:

Montreal-Lake Ontario April 2, 1997 - 0800 hours E.S.T.)

Welland Canal April 2, 1997 - 0800 hours E.S.T.)

Vessel transits will be subject to weather and ice conditions. Navigation may be restricted to daylight hours in some areas until lighted navigation aids have

been installed. Mariners are advised that due to the high water levels existing on Lake Ontario, the International Joint Commission authorized the

implementation of criteria (K), on January 17, 1997. This criteria allows flows to be increased to levels which may affect navigation during the opening period.

The Lake Ontario water level continues to be high and the flows will be above normal at the start of the navigation season. However, the flows will be

maintained within the range in which navigation has been allowed to continue in previous similar situations, Information on flows and water levels will be

provided in the Radio Messages at the start of the navigation season, as required, and these messages will be posted on the internet at <seaway.ca>, on the

same day. [01/96]

ST. LAWRENCE SEAWAY NOTICE 3 - GENERAL NOTICE

1. EASTERN STANDARD TIME/DAYLIGHT SAVINGS TIME

The Seaway entities will be operating on Eastern Standard Time from the opening of the navigation season until 0200 hours on April 6, 1997, at which

time Eastern Daylight Saving Time will become effective. At 0200 hours on October 26, 1997, the operating time will revert to Eastern Standard time.

2. SEAWAY DRAFTS

Montreal-Lake Ontario Section - As of 0001 hour April 15, 1997, the maximum permissible draft of 79.2 decimeters (26'0") in the Montreal-Lake Ontario

section of the Seaway will be increased to 80.0 decimeters (26'3"). This draft will remain in effect until December 15, 1997 or until such time as changing

water levels necessitate a draft reduction, whichever occurs first. Welland Canal - The maximum permissible draft in the Welland Canal will be 80.0

decimeters (26'3") for the duration of the entire 1997 navigation season, unless changing water levels on Lake Ontario necessitate a draft reduction. It is the

responsibility of the master to ensure that the permissible drafts are not exceeded. Overdraft vessels create scheduling problems and are a source of delay to

users, especially if discharge of cargo is required. During hot weather, the masters must be aware of "hogging" conditions and allow for this within the

permissible draft.

3. SPEED LIMITS

The speed limits indicated in Column III, of the attached schedule of speed limits, will be in effect as of the opening of the navigation season. Vessels must

operate within the established speed limits. A speed enforcement program will be carried out throughout the navigation season (enclosure 1 of LNM 02/97).

4. CHANGE IN LOCK OPERATING PROCEDURE

At Locks 1, 2, 3, and 4, Montreal-Lake Ontario section, and Locks 1, 2, 4, 5, 6, and Welland Canal, lock wall controls will be in use and the Lock Operator

will therefore remain on the wall throughout. At the U. S. locks 5 and 6, lock wall controls are in place to expedite downbound lockages. At Lock 8, Welland

Canal, the Lock Operator will remain in the control room and a two man crew will be in attendance on the lock wall.

5. VISIBILITY FROM WHEELHOUSE

Mariners are reminded of the importance of having good visibility from the wheelhouse when navigating in confined waters, particularly at night.

Obstructions to forward visibility must be avoided; whenever possible deck cargo, derricks or cranes are to be stowed, and the vessel is to be trimmed in

such a manner as to provide optimum forward visibility from the conning position.

6. VESSEL EQUIPMENT

Accidents and potentially serious incidents have occurred due to malfunctions of essential equipment and, sometimes, to the failure of ship's personnel to

understand their equipment. Mariners are reminded that: (a) all commercial vessels are required to carry the latest charts and publications for their Seaway

transit and to maintain them corrected up to date; (b) the steering gear must be maintained in the best possible condition and is to be operated to

give maximum steering efficiency. All watchkeeping officers and helmsmen must be fully conversant with backup systems available and know how to

change over to them in an emergency. It is also essential that a well rested and competent helmsman be on duty at all times throughout the transit; ©

generators which supply power to winches and/or bow thrusters must be operating and on line at all times. When automatic start emergency standby

equipment are not available, watchkeeping engineers must be fully conversant with emergency change over; (d) wrong-way alarms, wrong-way pitch alarms

and engine interlocks are essential safety devices which must be fully operational at all times during transit. It is important that a regular testing procedure

to verify the functioning of these installations be established on board the vessel; (e) in the interest of safety, it is essential that Seaway Regulations 81, 84

and 85, "Reporting of Accidents, Impairment or other Hazard by Vessels Transiting or Intending to transit the Seaway", be strictly adhered to; (f) every vessel

transiting between CIP 2 and Tibbetts Point, and CIP 15 and CIP 16 shall man the propulsion machinery of the vessel with qualified personnel in accordance

with Seaway Regulation 35; (g) vessels using synthetic lines, in accordance with Seaway Regulation No. 10, should not use nylon since its high elasticity can

produce an extremely dangerous whipping effect, if it breaks under stress.

7. MOORING AND CASTING OFF OF VESSELS IN LOCKS

Masters of vessels transiting the Seaway are advised they must have sufficient competent crew members on board to properly handle the mooring lines

and winches during the lockage operation. Inadequately trained seamen are not to be assigned to locking-through duties. It is important that moorings be

rigged in accordance with Seaway Regulations and that instructions provided on the vessel's ship Inspection Report be adhered to. Masters must ensure

that crew members are alert and attentive to all phases of the lockage procedure since the improper operation of mooring winches or the careless

handling of mooring lines can result in serious injury to lock and shipboard personnel.

Masters are requested to note the following practices:

(a) during downbound lockages, release the tension of the mooring lines quickly at castoff; (b) following the castoff signal, do not take in mooring lines prematurely; in the downbound direction, wait for the eye of the mooring wire to come over the coping before starting to take in the mooring wire; ©

ensure that lines are coiled properly on the winch drums to avoid pinching and backlash; (d) ensure that the slack mooring wires are taken up only after

the appropriate signal has been received from the lock crew during the initial mooring of the vessel. Thereafter, the proper tensioning of the lines during

the lock fill or dump operation is the responsibility of the vessel's crew; (e) vessels are required to maintain their position in the lock during the raising

and lowering operations. Winches or hand-held mooring lines shall be properly attended to avoid the necessity of engine or thruster maneuvers during the

locking operation. Care must be taken to ensure the vessel does not back up past the "STOP" sign at the stern of the vessel when preparing to depart the

lock after raising or lowering; (f) mariners are reminded that at Eisenhower and Snell Locks, a four (4) person lockage procedure is in operation. At times,

circumstances will exist where a three (3) person lockage procedure would be instituted. Mariners will be advised as soon as possible, prior to utilizing the

three (3) person procedure. Mariners are requested not to start ahead until the horn is sounded. This will give the line handlers sufficient time to open

gates and raise ship arrestors, then come back on the wall and cast off mooring lines; (g) mariners are advised that the white light located at either end of

a lock and which is activated when the end of the lock is fully "open" is not to be used as a signal to cast off. (These lights serve only as indicators for lock

wall personnel). The vessel is to remain secured until the Seaway Officer in charge of the mooring operation gives cast off instructions. When a vessel is

instructed to cast off, the mooring lines are to be slacked and the master must ensure that they have all been cast off and clear of the bollards before

commencing to heave the lines inboard. The vessel must not exit the lock at such a speed that the mooring lines are not completely inboard before passing

the lock gates. Failure to do so can result in injuries to personnel and damage to both Seaway and shipboard installations. (h) In Canadian Locks the

stern lines of an upbound vessel in Locks 1 to 4 Eastern Region and 1 to 7 Western region will be secured first, when requested by the master, through

the appropriate Traffic Control Center, provided the following applies: i) the overall length of the vessel is 185 meters or less, regardless of the beam; (ii)

the overall length of the vessel is greater than 185 meters, but the beam is 20 meters or less.

8. OVERALL VESSEL DIMENSIONS

- (a) In recent years the design of the superstructure of vessels with machinery and accommodations aft has changed considerably and has generally resulted

in an increase in the overall size of the after housing. As a result, the bridge wings, antenna masts and, in some cases, the samson posts or stores cranes

are outside the limits of the block diagram in Appendix I of the Seaway Handbook, should the stern of the vessel override the lock walls when exiting the

locks. Masters and Pilots must take this condition into consideration and exercise extreme caution when exiting locks to ensure that the vessel is

maintained in proper lock alignment until finally passed and clear of all structures. (b) The Seaway has undertaken a review of the allowable dimensions of a

ship that transits the waterway and steps are being taken to formally revise the relevant section of the Seaway Regulations to change the maximum

permissible dimensions to the following: maximum vessel beam changed from the current 23.16 metres (76 feet) to a maximum of 23.8 metres (78 feet);

maximum vessel overall length (O.A.L.) changed from the current 222.5 metres (730 feet) to a maximum of 225.5 metres (740 feet). Certain requirements

must be met by vessels greater than 222.5 metres (O.A.L.): 1. Vessels must have a rounded stem bar. 2. Vessels must be equipped with adequately

powered self-tensioning and self-rendering winches and fairleads at an approved location. 3. Adding to the O.A.L. will somewhat decrease existing margins

with respect to distance to and from ship arresters. Locking of these larger vessels will require special operating procedures. These will increase the dockage

time by 2 or 3 minutes. 4. Mariners must comply with special mooring instructions and procedures when proceeding through the locks. As water levels,

changes in seasonal conditions and vessel design can have an impact on the ability of the Seaway locks to accommodate vessels with larger dimensions,

special consideration must be given in certain cases to ensure a safe and efficient transit for all users. Prior review and approval of ship plans are necessary

for all vessels in excess of the current maximum dimensions before permission to transit will be granted. For further information regarding the transit of ships

with dimensions in excess of the current maximum permissible dimensions, please direct inquiries to: Capt. Joseph Craig, Chief, Marine Services, The St.

Lawrence Seaway Authority, 202 Pitt Street, Cornwall, Ontario, Canada K6J3P7. Telephone number (613) 932-5204. Fax number (613) 932-5204.

9. RADIO COMMUNICATIONS

(a) U. S. Traffic Control Sector - Masters are hereby reminded that one Traffic Controller is assigned to both American Sectors. (b) Reporting Temperatures

of Swarf Cargo - Masters are reminded of the requirement for reporting temperature readings when a vessel is carrying metal trimmings, shavings, cuttings

or borings in bulk. Reference is made to Part V of the Seaway Handbook, Regulations 72(3) and Schedule III, Items 1, 19, 29, 35, and 55. ©

Reporting at a Calling-in Point - For reasons of safety and the scheduling of vessel traffic, it is important that all reporting of vessel locations be made when

the vessel is at the actual established calling-in point. (d) Security Calls - It is a requirement that all vessels which enter the American Narrows, either

upbound or downbound, make a security call on Channel 13. Upbound Vessels: The security call is made at Deer Island near LT 186. Downbound

Vessels: The security call is made at Rock Island near LT 213.

10. DROPPING ANCHOR - LOCK APPROACHES

In several lock approaches, underwater air bubbling equipment is installed. These installations are identified on hydrographic navigation charts, as well as

by sign located on the approach walls. Masters are reminded that unless there is an extreme emergency, the dropping of anchors must be avoided in

these areas in order to prevent damage to this equipment.

11. LOCK APPROACH WALLS - FENDERING

In order to reduce excessive wear and associated high repair costs on wall fendering, as well as to avoid hazards to navigation, masters are urged not to

use excessive force when sliding along approach walls.

12. CAPE VINCENT ANCHORAGE

The Saint Lawrence Seaway Development Corporation, in the interest of safety, may be directing vessels that must anchor to do so between Bartlett Point

and LB-245. However, no vessel will anchor west of Carleton Island unless instructed by a Seaway Officer under the provision of Seaway Regulation 27.

13. AIDS TO NAVIGATION

Mariners are cautioned not to rely solely on buoys for navigation purposes. Buoys should be used only as approximate markers defining channel limits

and hazards. Mariners are urged to refer to current hydrographic charts, Sailing Directions, and Notice to Mariners.

14. FLOW PATTERNS

The power entities at the Moses-Saunders Power Generating Station may be conducting peaking and ponding operations whenever the flow in the upper

St. Lawrence River is below 7,930 M³/s (280,000 cfs). These operations may cause some variations in the normal current patterns and velocities in the

vicinity of Iroquois Lock, Coplands Cut Light 46 and downstream of Snell Lock.

15. SEWAGE DISPOSAL

Vessels equipped solely with sewage holding tanks shall keep a sewage disposal log or make an entry in the deck log with the date and location where

these tanks are pumped out or otherwise voided.

16. VERTICAL CLEARANCES

Hydrographic charts have been changed to indicate the vertical clearances above chart datum. Water levels may be above chart datum and available

clearances of overhead structures and cables may therefore be less than indicated on the chart. The maximum permissible height accepted for transit of the

Seaway is 35.5 meters above the vessel's waterline.

17. LOCK ENTRY

Mariners are urged to exercise caution when entering locks to avoid passing the "STOP" symbol and contacting the breast wall or shiparrestor. Such

contacts can create delays to users if replacement and/or repairs are necessary.

18. CERTIFICATES OF FINANCIAL RESPONSIBILITY

The Saint Lawrence Seaway Development Corporation wishes to advise all mariners that the United States Coast Guard will not allow any vessel to transit

American waters without a Certificate of Financial Responsibility (COFR) as required under the Oil Pollution Act of 1990. All vessels will be directed to

anchor if the Certificate of Financial Responsibility is not on board the vessel or recognized as having been approved by or issued by the Coast Guard.

Any questions regarding COFR should be addressed directly to U. S. Coast Guard, Marine Safety Detachment, Post Office Box 728, Massena, New York

13662, telephone (315) 764-3284.

19. MAIN ENGINE FUEL CHANGEOVER

Masters are reminded the main engine must be available to maneuver through its full range of speeds, while in transit between CIP 2 to Cape Vincent and

CIP 15 to CIP 16. Accidents have occurred as a result of changing fuel types in confined waters. [02/97]

ST. LAWRENCE SEAWAY NOTICE 4 - TIE-UP SERVICE AT LOCK APPROACH WALLS

Mariners are advised that effective opening of navigation, 1997, the Seaway entities will again offer, for a continuing trial period, a tie-up service at approach walls and Seaway wharves to vessels which elect not to install or use landing booms. The vessel's crew will be responsible for casting off the vessel on the approach walls and at wharves. The fee for this service for each round trip or part thereof, regardless of the number of approach wall tie-ups provided, will be Montreal-Lake Ontario Section \$500.00 CDN Welland Canal \$500.00 CDN. The service is mandatory for vessels electing not to fit landing booms. This service must be requested at least 24 hours prior to the start of the transit. The charges for this service will be invoiced separately. For mooring on approach walls and wharves, vessels are to provide their own synthetic lines, that must comply with Seaway Regulations 401.10. The use of nylon mooring lines will not be permitted. [02/97]

ST. LAWRENCE SEAWAY NOTICE 5 - REPORTING OF DANGEROUS CARGO

Effective with the opening of the 1997 navigation season, all vessels carrying dangerous cargo, as defined in Part V of the Seaway Regulation and all tankers carrying liquid cargo in bulk, are required to file a copy of the current load plan prior to transiting any part of the Seaway system. The following information must be included with the load plan: 1. Name of cargo, IMO class (if applicable) and UN number (if applicable). If the cargo is not classed by IMO or UN number please state "NOT CLASSED"; 2. total quantity (metric tons) of each commodity and stowage location; 3. approximate quantity (metric tons or cubic meters) in each hold or tank; 4. flashpoint of the cargo, if applicable; 5. estimated date of entry into the St. Lawrence Seaway system and date and time load plan was issued or last amended. Mariners are reminded that tankers, in ballast, which are not gas free where the previous cargo had a flashpoint below 61 degrees C are considered hazardous cargo vessels. In the case of tankers, the above information must be detailed on a plan showing layout of the tanks. An amidships cross-section showing double bottom tanks and ballast side tanks, if fitted, must also be provided. If a Material Safety Data Sheet (MSDS) on a specified hazardous cargo is not available in the Seaway Traffic Control Center, then the vessel will be requested to provide one. The load plan needs to be submitted to the nearest Seaway Traffic Control Center from which it will be distributed to all other Traffic Control Centers. Changes in stowage, including loading and discharging during the Seaway transit will require the submission of an updated plan prior to departing ports between St. Lambert and Long Point. Failure to comply with these requirements may result in unnecessary delays or transit refusal. The load plan and other information can be transmitted via fax twenty-four (24) hours a day to any of the following numbers: St. Lambert, Quebec (514) 672-3668, Massena, NY (315) 764-3250, St. Catharines, Ontario (905) 641-4632. [02/97]

ST. LAWRENCE SEAWAY NOTICE 6 - PRE-ENTRY INFORMATION REQUIRED FROM FOREIGN FLAG VESSELS

Please provide the following information on a SEPARATE SHEET, via fax to any of the traffic control center numbers listed below at least 24 hours prior to

westbound entry of the St. Lawrence Seaway at C.I.P. 2 in Montreal: Massena, New York (315) 764-1886. 1. Vessel's Name and Lloyd's Register Number;

2. Flag of Registry and Name of Classification Society; 3. Radio Call Sign; 4. ETA Montreal; 5. Owner's Name; 6. Operator's Name; 7. Last Port; 8. List All

Great Lakes Ports of Destination; 9. Ballast Water: State the location of all ballast water within the vessel, the ports where it was originally taken on and the

location (lat. and long.) where the ballast was exchanged. 10. Date and location of last Port State Control Exam (Paris MOU); 11. Date and location of last

U. S. Port State Control Exam; 12. Date of expiry of U. S. Certificate of Financial Responsibility; 13. Shipboard Oil Pollution Emergency Plan approved and

on board; 14. Has USCG self-examination been completed? (maximum 7 days prior to entering Seaway at C.I.P. 2); List all outstanding items. Note: The

original completed and signed copy is to be retained on board. [02/97]

ST. LAWRENCE SEAWAY - NY - Ballast Water

All ships bound for the St. Lawrence River and the Great Lakes (U. S. and Canadian ports) are reminded that all ballast water originating outside of the

Exclusive Economic Zone (EEZ) of the United States must be exchanged prior to entering the Great Lakes. This includes vessels that may enter the EEZ with

only unpumpable quantities of ballast in their tanks and subsequently add ballast during/after cargo operations in a U. S. or Canadian Maritime port, or while

transiting the EEZ. Vessel must conduct a deep ocean exchange in waters 200NM offshore and in depths of 2000M or more for ballast not originating within

the EEZ. The regulations for the ballast water exchange program are contained in 33 CFR 151 Subpart C. Authorization for use of an alternate exchange site

(i.e., the Laurentian Channel) can be made on a case by case basis WITH PRIOR APPROVAL, due to "extraordinary conditions" such as vessel leading,

weather or other situations. A vessel requesting the use of an alternate exchange site must have PRIOR APPROVAL from U. S. Coast Guard Marine Safety

Office Buffalo before conducting the ballast water onboard throughout its transit through the Great Lakes. Also, vessels taking on ballast in a U. S. or

Canadian coastal port, or during a coastal transit may be authorized to exchange ballast closer to shore WITH PRIOR APPROVAL from Maine Safety Office

Buffalo. Requests for deviations from the regulations will be reviewed by U. S. Coast Guard Marine Safety Office Buffalo and approved on a case by case

basis. Further guidance on the ballast water regulations and use of alternative exchange sites bay be obtained by contacting Lieutenant Joseph Gleason at

(716)843-9570 or Marine Safety DetachmenMassena at (315)764-3284. [03/97]

GREAT LAKES - Information

Any person seeing any illegal or suspicious activity on the water such as marine pollution, smuggling of contraband or drugs, unauthorized entry into the

United States by non-citizens, or illegal fishing activity are requested to call your local Coast Guard station or the Coast Guard Investigative Service at (216)

902-6136.

[01/97]

GREAT LAKES - Differential GPS

1. The U. S. Coast Guard is in the Initial Operational Capability (IOC) phase of the marine Differential GPS service. During IOC, the DGPS service is available for positioning and navigation. However, users are always cautioned to use all available navigational tools to ensure proper evaluation of positioning

solutions. During this IOC phase, system, validation tests are being conducted, procurement and installation of the next generation of transmitters are being

pursued, the control station software is being upgraded, and other problems identified during the pre-operational and IOC phases are being resolved.

2. To facilitate the evaluation and development of the final DGPS service, reports of DGPS discrepancies are highly beneficial. To ensure timely and complete information, users discrepancy reports are required in the following format:

DGPS USER DISCREPANCY REPORT

(703) 313-5920

(4) Via internet

e-mail to: NISWS@SMTP.NAVCEN.USCG.MIL

(5) or by calling the NIS watchstander at;

(703) 313-5900.

4. For the current status of DGPS broadcast sites or if you require additions information contact the NIS watchstander at (703) 313-5900. The NIS computer bulletin board may be accessed at (703) 313-5910 (300-14400 BPS), communication parameters are 8 data bits, 1 stop bit and no parity. Internet WWW.NAVCEN.USCG.MIL.

[01/97]

GREAT LAKES - Coast Pilot

Enclosure (1) of LNM 01/97 contains change No. 7 to U. S. Coast Pilot 6.

[01/97]

GREAT LAKES - Coast Pilot

Enclosure (2) of LNM 01/97 contains change No. 8 to U. S. Coast Pilot 6.

[01/97]

GREAT LAKES - Loran-C Operations

This is a proposal to authorize Loran Station Baudette (rate 8290-W/8970-Y) off-air time from 1500Z to 1700Z on April 22, 1997. The alternate time will be from 1500Z to 1700Z on April 23, 1997. Objections will be considered until 1600Z April 16, 1997. Users shall address inquiries to Navigation Center Operations at (703) 313-5875.

[01/97]

GREAT LAKES - Youngstown, NY - DGPS, Chart 14823

Off-air time is authorized for installation of DGPS field change 3 at Youngstown, NY for April 8-9, 1997.

[01/97]

GREAT LAKES - Detroit, MI - DGPS

, Chart 14854

Off-air time is authorized for installation of DGPS field change 3 at Detroit, MI for 24-25 March 1997.

[01/97]

GREAT LAKES - Saginaw Bay, MI - DGPS, Chart 14863

Off-air time is authorized for installation of DGPS field change 3 at Saginaw Bay, MI for 25-27 March 1997.

[01/97]

LAKE ERIE - NY - Black Rock Lock Operations - Chart 14833

The Black Rock Lock will open for operation on May 11, 1997. The hours and dates for the balance of

the 1997 navigation season are as follows:

11 May - 11 Oct 0800 - 2400 7 days a week, 12 Oct - 22 Nov 0800 - 1600 7 days a week, 22 Nov - 15 Dec 0800 - 1600 Mon-Fri,

15 Dec - 03 Jan 98 0800 - 1600 Mon - Fri (Restricted navigation). 04 Jan 98 scheduled closure for maintenance. July 4, 1997, hours will be extended until

0200. Commercial traffic will be accommodated on a 24 hours basis with prior notification. The effective closing date for the 1997 navigations is December

14, 1997. The restricted navigations period 15 Dec - 3 Jan 98 is due to upper guide pier construction work. During the restricted navigation period, the lock

will be in operation for USCG and local power authority vessels only. Questions relating to the schedule should be directed to the Lock Office (716) 879-4403

during posted operating hours, or the District Office (716) 879-4283 between the hours 0700 and 1630, Monday through Friday, or via marine radio. Lock

operations monitors Marine Channel 16 (Channel 12 working channel) FAX (716) 879-4357. Lock Master (716) 879-4427. [03/97]

LAKE HURON - MI -Caseville Harbor

- Condition of Channel, Chart 14863

Condition surveys performed within the Federal navigation channel at Caseville Harbor, Michigan during December 1996, indicate shoaling. Vessel operators

are advised to use caution when navigation in this area. All inquiries should be addressed to CENCE-COO, U. S. ARMY CORP OF ENGINEERS,

DETROIT DISTRICT, P. O. BOX 1027, DETROIT, MI 48231-1027 and should refer to Notice to Navigation Interests NO. L97-11. [03/97]

LAKE HURON - MI -Alpena Harbor

- Condition of Channel, Chart 14864

Condition surveys performed within the Federal navigation channel at Alpena Harbor, Michigan during July 1996, indicate shoaling. Vessel operators

are advised to use caution when navigation in this area. All inquiries should be addressed to CENCE-COO, U. S. ARMY CORP OF ENGINEERS,

DETROIT DISTRICT, P. O. BOX 1027, DETROIT, MI 48231-1027 and should refer to Notice to Navigation Interests NO. L97-10. [03/97]

LAKE HURON - MI - Hammond Bay Harbor

- Condition of Channel, Chart 14880

Condition surveys performed within the Federal navigation channel at Hammond Bay Harbor, Michigan during May 1996, indicate shoaling. Vessel operators

are advised to use caution when navigation in this area. All inquiries should be addressed to CENCE-COO, U. S. ARMY CORP OF ENGINEERS,

DETROIT DISTRICT, P. O. BOX 1027, DETROIT, MI 48231-1027 and should refer to Notice to Navigation Interests NO. L97-12. [03/97]

LAKE HURON - Round Island Passage, MI - Chart 14881

Due to the large breakwater entrance to Mackinac Island Harbor, commercial vessels using Round Island Passage should be aware of the possible dangers

their wakes may cause in the harbor, and adjust their speed accordingly. In addition, the area is especially prone to fog in the spring, and small vessels

transiting to and from this harbor may not be detectable by radar.

[01/97]

LAKE HURON - MI - Straits of Macinac

- Traffic, Chart 14881

The Straits of Mackinac is reduced to one way traffic between 13.3 miles east of Lansing Shoal and 7

miles east of Lansing Shoals due to shifting ice. The ice edge intersects track at 45-52.5N 085-23.3W. [03/97]

ST. MARYS RIVER - MI - St.Marys Falls Canal -Upbound Vessel Lock Requests - Chart 14884

Every upbound vessel requiring lock transit shall request lock dispatch immediately before initiating the turn at Mission Point, at the intersection of Course 1, Bayfield Channel, and Course 2, Little Rapids Cut, Requests for downbound vessel lock dispatch remains unchanged and shall be when approximately one-half mile downstream from Big Point. [03/97]

ST. MARYS - St.Marys Lock - Lock Opening, Chart 14884

The St. Marys Falls Canal, Michigan, will be opened to navigation for the 1997 season commencing March 25, 1997 at 0001 hours. The Poe Lock will be operational on a twenty-four (24) hours per day, seven (7) days per week basis. The MacArthur Lock will be placed in operation as traffic density demands.

Reference CFR, Title 33 Part 207.440(u). All inquiries should be addressed to CENCE-CO-OR and should refer to Notice to Navigation Interests

No. L97-01. [01/97]

ST. MARYS - MI - WestNeebish Channel, Chart 14884

In accordance with 33 CFR 161.854, Captain of the Port Sault Ste Marie opened the WestNeebish Channel at 0700 Local, March 25, 1997. The Captain of the Port established one way traffic in the Munuscong and MiddleNeebish Channels. [03/97]

ST. MARYS - MI - Tug Assist Policy, Chart 14884

Mariners are advised that often times adverse local conditions, i.e. high winds, current conditions and inclement weather exist as vessels approach, enter and/or depart the Soo Locks. These conditions combined with close quarters slow speed maneuvering, particularly with large vessels not equipped with bow or stern thrusters, may cause control difficulties for certain classes of vessels. Therefore, any vessel requesting lockage which in the opinion of the Master in consultation with the Pilot on board, where applicable, may experience severe control problems due to the above conditions must request assistance by one or more tugs to ensure full control over the vessel at all times, Vessel Masters and Pilots must consult with the Lockmaster concerning local conditions well in advance of arrival at the lock to allow tug assistance to be arranged if necessary. These guidelines apply to all vessels. [03/97]

ST. MARYS - MI - Use of BowThrusters, Chart 14884

Bow and/or sternthruster use shall be kept to a minimum while transiting the Soo Locks. Thrusters shall not be used while the thrusters are opposite lock gates. They may be used sparingly for short duration within the lock to maintain the ship position near the mooring wall or in an emergency. Thrusters shall be at zero thrust during the period the ship is stopped and moored to the wall with all lines out, and during raising and lowering of pool levels within the chamber. [03/97]

LAKE SUPERIOR - Whitefish Bay, MI

- Hazards, Chart 14962

Commercial fishing nets have been reported at the following positions in Whitefish Bay: A) 46-34.30N 084-47.60W B) 46-33.67N 084-47.20W

C) 46-33.10 N 084-46.95W. All mariners are requested to keep a sharp lookout, use extreme caution, and stay clear of the area when transiting.

[01/97]

LAKE SUPERIOR - MI - Eagle Harbor

- Condition of Channel, Chart 14964

Condition surveys performed within the Federal navigation channel at Eagle Harbor, Michigan during July 1996, indicate shoaling. Vessel operators are advised to use caution when navigation in this area. All inquiries should be addressed to CENCE-CO-OO, U. S. ARMY CORP OF ENGINEERS, DETROIT DISTRICT, P. O. BOX 1027, DETROIT, MI 48231-1027 and should refer to Notice to Navigation Interests NO. L97-08. [03/97]

LAKE SUPERIOR - MN - Knife River Harbor

- Condition of Channel, Chart 14966

Condition surveys performed within the Federal navigation channel at Knife River Harbor, Minnesota during July 1996, indicate shoaling. Vessel operators are advised to use caution when navigation in this area. All inquiries should be addressed to CENCE-CO-OO, U. S. ARMY CORP OF ENGINEERS, DETROIT DISTRICT, P. O. BOX 1027, DETROIT, MI 48231-1027 and should refer to Notice to Navigation Interests NO. L97-07. [03/97]

LAKE MICHIGAN - MI -Manistee Harbor

- Condition of Channel, Chart 14938

Condition surveys performed within the Federal navigation channel at Manistee Harbor, Michigan during August - September 1996, indicate shoaling. Vessel operators are advised to use caution when navigation in this area. All inquiries should be addressed to CENCE-CO-OO, U. S. ARMY CORP OF ENGINEERS, DETROIT DISTRICT, P. O. BOX 1027, DETROIT, MI 48231-1027 and should refer to Notice to Navigation Interests NO. L97-09. [03/97]

LAKE MICHIGAN - IL - Calumet Harbor, Safety , Chart 14929

A 45 foot piling has been positioned 900 feet downstream of the O'Brien Locks (MM 6.84) in the Calumet River by the W. S. Geological Survey. Approximately 10 feet of the piling is visible above water and is marked with a white flashing light, flashing once every four seconds, and is surrounded by a mesh cage. this is a permanent marker. [02/97]

LAKE MICHIGAN - WI - Zion Harbor, Safety , Chart 14904

A 4 foot steel/concrete pipe, yellow in color without any night time isuyal orshound producing device was spotted at the approximate position 42-26.634N 087-26.514W. Which is normally where the Zion intake crib lights are located which is approximately 1000 YDS east of the Aion Nuclear Plant.. [03/97]

II. DISCREPANCIES IN AIDS TO NAVIGATION as of 1000, 01 APRIL, 1997

This section lists the summary of current discrepancies. Any discrepancies listed in Local Notice to Mariners 02/97 which have been corrected are listed under "DISCREPANCIES CORRECTED" in this section. An asterisk (*) denotes additions since the last weekly discrepancy and information summary. The following abbreviations are used to describe aid names and discrepancy status:

B	Buoy	BKW	Breakwater	CH	Channel
DAM	Damaged	DBN	Daybeacon	DIM	Reduced Intensity
ENT	Entrance	EXT	Extinguished	FS	Fog Signal
HBR	Harbor	IMCH	Improper Characteristic	INOP	Inoperative
LB	Lighted Buoy	LT	Light	LWP	Left Watching Properly
OFFSTA	Off Station	(P)	Private Aid	PHD	Pierhead
RAC	Racon	RF	Range Front	RR	Range Rear
TRLT	Temporarily Replaced With A Light		W/M	Winter Mark	

A. RECENT DISCREPANCIES Charts BNM LNM

LLNR	Name of aid	Status	AffectedRef.	Ref.
------	-------------	--------	--------------	------

	02160	PORT BAY LI* GHT 4 (P)	MISSING		14804	B115-96	
		25/96					
02680	BUFFALO HBR LT	LT IMCH		14833	B010-97	03/97	
	02735	BUFFALO RIV JCT LB BR	OFF STA		14833	?	48/96
	03145	TONAWANDA CH B 22	MISSING		14832	?	44/96
	03150	TONAWANDA CH LB 26	LT IMCH		14832	B008-97	
		50/96					
	03835	FAIRPORT HBR E BKW EE LT	LT EXT		14837	?	42/96
	06001	WARD CANAL WEST JETTY LI* GHT 2 (P)	LT EXT				14846
		D016-97					49/96
06895	DETROIT RIV ENT LT 01 E	DBN DMGD		14830	?	03/97	07750
	MAMAJUDA LT*	LT IMCH/LT EXT		14848	D020-97		50/96
07945	TRENTON* CH LB 01	LT EXT		14848	D031-97	03/97	
07965	TRENTON* CH LB 05	LT EXT		14848	D031-97	03/97	
07980	TRENTON* CH LB 09	LT EXT		14848	D031-97	03/97	
07985	TRENTON* CH LB 10	LT EXT		14848	D031-97	03/97	
08000	TRENTON* CH LB 13	LT EXT		14848	D031-97	03/97	
08005	TRENTON* CH LB 14	LT EXT		14848	D031-97	03/97	
08030	TRENTON* CH LB 18	LT EXT		14848	D031-97	03/97	
08035	TRENTON* CH LB 19	LT EXT		14848	D031-97	03/97	
08055	TRENTON* CH LB 23	LT EXT		14848	D031-97	03/97	
08060	TRENTON* CH LB 24	LT EXT		14848	D-03197	03/97	
08415	LAKE ST CLAIR LT 01	DBN DMGD		14850	?	03/97	
	09015	CLINTON RIV N BKW LT	LT EXT		14850	D023-97	
		02/97					
	09575	ST CLAIR FLATS CNL LT 02	LT IMCH		14852	?	02/97
	10570	SAGINAW BAY* CH LT 1	LT EXT		14867	D012-97	
		49/96					
10895	SAGINAW RIV B 30	OFF STA		14867	D032-97	03/97	
	11495	THUNDER BAY IS LT	LT EXT/FS INOP		14864	S219-96	
		39/96					
	11515	MID* DLE IS LT	LT EXT		14864	S227-96	41/96
11715	FORTY MILE PT LT	LT EXT		14864	S039-97	03/97	
	11780	CHEBOYGAN RIV ENT LB 02	OFF STA		14881	S020-97	
		44/96					
	11795	CHEBOYGAN RIV RR LT	LT IMCH		14881	?	41/96
	12205	MARTINS REEF LT	FS INOP	0	S235-96		40/96
	12535	BOIS BLANC LT	LT EXT		14881	S026-97	50/96
	17750	WHITE SH LT	FS INOP/RAC INOP		14911	S219-96	39/96
	17775	GRAYS REEF LT	FS INOP		14911	S001-97	42/96
	18110	GRAND TRA* VERSE LT	LT IMCH		14913	S027-97	
		50/96					
18385	FRANKFORT S BKW LT	MISSING		14939	G014-97	03/97	
	18450	MANISTEE N PHD LT	LT EXT		14938	G008-97	49/96
	18705	MUSKEGON S BKW LT	LT EXT		14934	G012-97	
		02/97					
	18710	MUSKEGON S PHD LT	LT EXT		14934	?	02/97
	18815	B* ANK PT LT	LT EXT		14934	G125-96	41/96
20445	SOUTHPORT MARINA ENTRANCE*	LT 2 (P)	LT EXT			14904	M019-
97		03/97					
20450	SOUTHPORT MARINA ENTRANCE*	LT 1 (P)	LT EXT			14904	M020-
97		03/97					
20470	Racine Launch Basin Entrance*	Light (P)	LT IMCH		14925	M014-97	03/97
20475	Racine Launch Basin Inner*	Light (P)	LT IMCH		14925	M015-97	03/97

20540 Racine Harbor Light 14(P) LT EXT 14925 M016-97 03/97

B. DISCREPANCIES CORRECTED

LLNR	Name of aid	Status	Affected	Charts Ref.	BNM Ref.	LNMR
18375	FRANKFORT N BKW LT		LWP		14939 G006-97	45/96
18385	FRANKFORT S BKW LT		LWP		14939 G005-97	42/96

III. TEMPORARY CHANGES IN AIDS TO NAVIGATION as of 1000, 01 APRIL. 1997

A. RECENT TEMPORARY CHANGES

LLN* R	Name of aid	Status	Affected	Charts Ref.	BNM Ref.	LNMR
21060	STURGEON B* AY CNL LT 12	TRLT		14919 M013-97		03/97
21160	STURGEON BAY CNL LT 21	TRLT		14919 M013-97		03/97

B. TEMPORARY CHANGES CORRECTED

LLNR	Name of aid	Status	Affected	Charts Ref.	BNM Ref.	LNMR
None						

IV. CHART CORRECTIONS since LNM 02/97

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source Agency of correction
14922	17 th ed.	4/25/92	Last LNM 12/93	NAD 83(CGD9)	17/93
MANITOWOC AND SHEBOYGAN HARBORS					
Change Manitowoc South Breakwater Light to "3" Fl G 2.5s, 37ft 8tM					
44 05 29.0N		87 38 37.0W			
	Corrective action		Object of corrective action		Position

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only.

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from lakeward. Nominal range of lights is expressed in statute miles (St M).

14815	22 nd ed.	8/4/90	Last LNM 01/97	NAD 83(CGD9)	03/97
ROCHESTER HARBOR, Including Genesee River to Head of Navigation					
26.1N	Delete	Purple lines (sub cable) joining:			43 15
77 36 08.2W					
			and	43 15 44.3N	77 35 53.0W
(supersedes 01/97)					
14820	14 th ed.	10/5/96	Last LNM 01/97	NAD 83(1(51)97 Ottawa)	03/97
LAKE ERIE (LORAN C)					
12.0N	Change	Buoy to Y, Spar, "PRIV" at:			42 33
80 58 18.0W					
14822	29 th ed.	1/7/95	Last LNM 26/96	NAD 83(1(49)97 Ottawa)	03/97

APPROACHES TO NIAGARA RIVER AND WELLAND CANAL (LORAN C)

	Delete	Submarine pipeline between:	42 48
45.0N	79 21 18.0W		
	Add	Submarine pipeline joining:	42 47
29.0N	79 23 30.0W		
		42 49 30.0N	79 20 18.0W
		42 46 44.0N	79 22 48.0W
		42 45 23.0N	79 21 21.0W
		42 44 49.0N	79 20 33.0W
		42 43 55.0N	79 19 21.0W
		42 43 40.0N	79 19 03.0W
		42 43 09.0N	79 18 23.0W
		42 42 39.0N	79 16 41.0W
	between	42 44 49.0N	79 20
33.0W			
		42 45 15.0N	79 20 14.0W

14839 34th ed. 12/2/95 Last LNM 15/96 NAD 83(NOS CL BPS 03/97
CLEVELAND HARBOR, Including Lower Cuyahoga River
160221-24)

Add Tabulation of controlling depths from enclosure 1.

	14823M5 th ed.	4/2/94	Last LNM 01/97 NAD 83(1(49)97 Ottawa)03/97
	BUFFALO TO ERIE (LORAN C)		
	Delete	Submarine pipeline between:	42 48
45.0N	79 21 18.0W		
	Add	Submarine pipeline joining:	42 47
29.0N	79 23 30.0W		
		42 49 30.0N	79 20 18.0W
		42 46 44.0N	79 22 48.0W
		42 45 23.0N	79 21 21.0W
		42 44 49.0N	79 20 33.0W
		42 43 55.0N	79 19 21.0W
		42 43 40.0N	79 19 03.0W
		42 43 09.0N	79 18 23.0W
		42 42 39.0N	79 16 41.0W
	between	42 44 49.0N	79 20
33.0W			
		42 45 15.0N	79 20 14.0W

14848 54th ed. 10/12/96 Last LNM 1/97 NAD 83(CGD9) 03/97
DETROIT RIVER
Change Fighting Island Channel Buoy "89" to Lighted Buoy, G, Fl G 4s at:
42 11 31.2N 83 08 08.1W
Delete Mamajuda Light, Fl G 4s, 25 ft, 5St M at:
42 11 32.0N 83 08 09.5W

14854 12th ed. 10/5/96 Last LNM 1/97 NAD 83(CGD9) 03/97
TRENTON CHANNEL AND RIVER ROUGE
Inset: River Rouge - Detroit River to Ford Motor Company
Change Fighting Island Channel Buoy "89" to Lighted Buoy, G, Fl G 4s at:
42 11 31.2N 83 08 08.1W
Delete Mamajuda Light, Fl G 4s, 25 ft, 5St M at:
42 11 32.0N 83 08 09.5W

V. ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION

GENERAL - GREAT LAKES

Disestablish the following fog signals:

Sodus Outer Light (LLNR 2170)

Rochester Harbor Light (LLNR 2320)

Erie Harbor Pierhead Light (LLNR 3495)

Ashtabula Harbor Entrance Light 2 (LLNR 3760) [09/96]

LAKE ERIE - NY - Buffalo Harbor - Chart 14833

Change the characteristic of Buffalo Harbor Light (LLNR 2680) from a Fl W 10s to a AL WG 10s.

Solarize the aid and reduce the nominal range from

27SM to 22/18.5SM. [09/96]

LAKE ERIE - OH - Fairport Harbor - Chart 14825

Reduce the nominal range of Fairport Harbor West Breakwater Light (LLNR 3870) from 13SM to 11.5

SM and solarize. [09/96]

LAKE ERIE - OH - Cleveland Harbor - Chart 14839

Change the nominal range of Cleveland Harbor Main Entrance Light (LLNR 4160) from 23 SM to 16 SM

for the white light and 19 SM to 14 SM for the

red light. Currently, the main light is inoperable with the backup-light showing reduced intensities of 16 SM for the white light and 14 SM for the red light.

[32/95]

LAKE ERIE - OH - Lorain Harbor - Chart 14841

Temporarily change the characteristics of Lorain Harbor Light 2 (LLNR 4335) to Fl R 6s and change the nominal range from 9 St M to 6 St M. [30/95]

LAKE ST. CLAIR - MI - Lake St. Clair - Chart 14850, 14853

Change the color of Lake St. Clair Flats Canal Range Lights (LLNR 8535 and 8540) from green to red.

[01/97]

DETROIT RIVER - MI - Fighting Island Channel - Chart 14848

Change Fighting Island Channel Buoy 89 (LLNR 7755) from an unlighted to a lighted buoy with a Fl G 4s characteristic.

Change Fighting Island Channel Buoy 96 (LLNR 7790) from a seasonal to an annual buoy. [01/97]

LAKE ST. CLAIR - Lake St. Clair - Chart 14850

Disestablish Grosse Pointe Dumping Ground Buoys A, B, C, D, (LLNR 8830 - LLNR 8845). [01/97]

SAGINAW BAY - MI - Saginaw River - Chart 14863

In addition to the changes below, the Light List Numbers of the aids to navigation in Saginaw River will be changed.

Change Saginaw River Buoy "4" (LLNR 10775) to a lighted buoy with flashing characteristics of flashing red 4 seconds (Fl R 4s) and rename as Saginaw

River Lighted Buoy "4" (LLNR 10775).

Establish Essexville Turning Basin Buoy (LLNR 10817) at 43° 36' 50.0"N, 83° 51' 13.8"W.

Saginaw River Lighted Buoy "19" (LLNR 10835) establish a can buoy wintermark from December 07 to April 21.

Change Saginaw River Buoy "22" (LLNR 10850) to a lighted buoy with flashing characteristics of flashing red 4 seconds (Fl R 4s) and rename as Saginaw

River Lighted Buoy "28" (LLNR 10850). Establish a nun buoy wintermark from December 07 to April 21.

Establish Saginaw River Buoy "33" (LLNR 10862) at 43° 33' 41.1"N, 83° 54' 16.5"W.

Change Saginaw River Buoy "25" (LLNR 10865) to a lighted buoy with flashing characteristics of flashing green 4 seconds (Fl G 4s) and rename as Saginaw

River Lighted Buoy “35” (LLNR 10865). Establish a can buoy intermark from December 07 to April 21.

Change Saginaw River Buoy “31” (LLNR 10900) to a lighted buoy with flashing characteristics of flashing green 4 seconds (Fl G 4s) and rename as Saginaw

River Lighted Buoy “43” (LLNR 10900). Establish a nun buoy intermark from December 07 to April 21.

Relocate Saginaw River Lighted Buoy “33” (LLNR 10910) to 43° 32’ 27.3”N, 83° 54’ 55.3”W.

Disestablish Saginaw River Buoy “35” (LLNR 10920).

Relocate Saginaw River Lighted Buoy “45” (LLNR 10960) to 43° 31’ 48.0”N, 83° 52’ 58.5”W.

Disestablish Saginaw River Buoy “59” (LLNR 11025).

Disestablish Saginaw River Buoy “60” (LLNR 11030).

Establish Saginaw River Buoy “84” (LLNR 11081) at 43° 27’ 30.8”N, 83° 54’ 58.0”W. [32/96]

SAGINAW BAY - MI -Saginaw River - Chart 14863

Relocate Saginaw River Lighted Buoy “47” (LLNR 10970) to 43° 31’ 28.0”N, 83° 53’ 06.0”W.

Relocate Saginaw River Lighted Buoy “55” (LLNR 11005) to 43° 30’ 39.9”N, 83° 53’ 07.0”W.

Relocate Saginaw River Lighted Buoy “56” (LLNR 11010) to 43° 30’ 40.2”N, 83° 53’ 09.9”W.

Relocate Saginaw River Lighted Buoy “61” (LLNR 11035) to 43° 30’ 06.8”N, 83° 53’ 39.6”W.

Relocate Saginaw River Lighted Buoy “62” (LLNR 11040) to 43° 30’ 07.5”N, 83° 53’ 42.0”W.

Relocate Saginaw River Lighted Buoy “68” (LLNR 11065) to 43° 28’ 32.2”N, 83° 54’ 44.1”W. [32/95]

SAGINAW BAY - MI Sebawaing Harbor - Chart 14863

Establish Sebawaing Harbor Channel Buoy 1 (LLNR 10390)

Establish Sebawaing Harbor Channel Buoy 2 (LLNR 10395)

Establish Sebawaing Harbor Channel Buoy 3 (LLNR 10400)

Establish Sebawaing Harbor Channel Buoy 4 (LLNR 10405)

Establish Sebawaing Harbor Channel Buoy 5 (LLNR 10410)

Establish Sebawaing Harbor Channel Buoy 6 (LLNR 10415)

Establish Sebawaing Harbor Channel Buoy 7 (LLNR 10420)

Establish Sebawaing Harbor Channel Buoy 8 (LLNR 10425)

Establish Sebawaing Harbor Channel Buoy 9 (LLNR 10430)

Establish Sebawaing Harbor Channel Buoy 10 (LLNR 10435)

Establish Sebawaing Harbor Channel Buoy 11 (LLNR 10440)

Establish Sebawaing Harbor Channel Buoy 12 (LLNR 10445)

Establish Sebawaing Harbor Channel Buoy 13 (LLNR 10450)

Establish Sebawaing Harbor Channel Buoy 14 (LLNR 10455)

Establish Sebawaing Harbor Channel Buoy 15 (LLNR 10460)

Establish Sebawaing Harbor Channel Buoy 16 (LLNR 10465). [02/97]

LAKE SUPERIOR - MN - Duluth Harbor - Chart 14975

Change the tone/pitch of the Duluth Harbor South Breakwater Outer Light (LLNR 15845) fog signal at 0800 and 2200 daily. The characteristic and range of the fog signal will not change. [21/96]

ST. MARY’S RIVER - MI -Munuscong Lake - Chart 14883

Change Munuscong Channel Lighted Buoy 29 (LLNR 13220) from a lighted buoy to an unlighted buoy.

Rename as Munuscong Channel Buoy 31. Change

Establish Munuscong Channel Lighted Buoy 29 (LLNR 13217) in approximated position 46-16-33N and 084-07-03.5W with a Fl G 2.5s characteristic.

Replace buoy with a LIB from Dec 7 to Apr 21. [03/97]

LAKE SUPERIOR - MI -Keweenaw Waterway - Chart 14972

Change the characteristic of Lily Pond North Light 70 (LLNR 15100) from F R to Q R. [03/97]

LAKE SUPERIOR - MN - Duluth Harbor Chart 14975

Change the characteristics of Duluth Harbor North Pier Light (LLNR 15855), from Iso W 6s to Iso R 6s and reduce the nominal range from 16StM to 10 StM. [09/96]

LAKE MICHIGAN - MI - Frankfort - Chart 14907

Change the characteristic of Frankfort North Breakwater Light (LLNR 18375) from FW to Fl G 4s and solarize.

Reduce the nominal range from 18SM to 10SM.

[09/96]

LAKE MICHIGAN - MI - Ludington Harbor - Chart 14937

Disestablish the flood lights on Ludington North Breakwater Light (LLNR 18530). [18/96]

LAKE MICHIGAN - IL - Chicago Harbor - Chart 14927

Reduce the nominal range of Chicago Harbor Light (LLNR 19960) from 24 SM to 19 SM and solarize.

[09/96]

LAKE MICHIGAN - IL - Chicago Harbor - Chart 14927

Increase the nominal range of Chicago Harbor Entrance South Side Light (LLNR 19985) from 8 statute miles to 16 statute miles. [37/96]

LAKE MICHIGAN - WI - Manitowoc - Chart 14922

Change the characteristics of Manitowoc Breakwater Light (LLNR 20860) from Iso W 6s to Fl W 10s and solarize.

Reduce the nominal range from 17SM to

5SM. [09/96]

LAKE MICHIGAN - WI - Sturgeon Bay Ship Canal - Chart 14919

Change the characteristic of Sturgeon Bay Ship Canal Light 6 (LLNR 21035) from F R to Fl R 4s.

[03/97]

LAKE MICHIGAN - WI - Big Bay DeNoc - Chart 14908

Disestablish Fairport Five-Foot Shoal B 2 (LLNR 21585). [01/97]

LAKE MICHIGAN - WI - Little Bay DeNoc - Chart 14915

Replace Little Bay DeNoc LB 8A (LLNR 21630) with a winter mark from 28 Nov to 05 May, and renumber to LB 8.

Renumber Squaw Pt LB 10A (LLNR 21690) to LB 12.

Renumber Saunders Pt B 11 (LLNR 21730) to B 13.

Renumber Saunders Pt Shoal Inside B 7 (LLNR 21740) to B 15. [01/97]

LAKE MICHIGAN - WI - Upper Green Bay - Chart 14909

Relocate Detroit Island Passage B 2 (LLNR 21340) to position 45-19.45N, 086-56.78W to better mark the shoal.

Relocate Plum Island LB 1 (LLNR 21345) to position 45-19.01N, 086-56.39W to better mark the shoal.

Disestablish Rock Island South Shoal B 2 (LLNR 21423).

Disestablish Rock Island Passage Lighted Gong Buoy "RI" (LLNR 21430).

Replace St. Martin Island Shoals B 2 (LLNR 21435) with a Lighted Gong Buoy, and rename as St. Martin Island Shoals Lighted Buoy 2.

Replace Strawberry Island B 1 (LLNR 21835) with a Lighted Preferred Channel Buoy having a red/green color scheme and a Fl (2+1) R 6s characteristic.

Rename aid as Strawberry Island Preferred Channel Mark "S".

Disestablish Strawberry Mid-Channel LB (LLNR 21840).

Rename Hanover Shoal B 8 (LLNR 21845) as Hanover Shoal B 2.

Relocate Hat Island B 10 (LLNR 21850) to position 45-05.28N, 087-19.46W. Change buoy to an isolated danger mark and rename as Hat Island

South Shoal B "HI".

Change the flash characteristic of Chambers Island West Shoal Lighted Bell Buoy 3 (LLNR 21900) from Fl G 4s to Fl G 2.5s. [01/97]

LAKE MICHIGAN - WI - Upper Green Bay - Chart 14909

Establish a 5NI buoy to mark best water at Jackson Harbor (LLNR 21768). This buoy will replace the red stake that currently marks shoal water. [27/96]

LAKE MICHIGAN - WI - Lower Green Bay - Chart 14910

Change the characteristic of Algoma Light 2 (LLNR 20985) from F R to Fl R 4s. [03/97]

GREEN BAY - WI - Lower Fox River - Chart 14916

Change Green Bay City Buoys 2, 4, 6, 7, and 8 (LLNR 22280 - LLNR 22300) from annual to seasonal

buoys maintained from May 14 to Oct 14. [03/97]

GREEN BAY - WI - Dutch Johns Point to Fishery Point - Chart 14908

Establish a RACON on Minneapolis Shoal Light (LLNR 21610). [03/97]

Questions regarding these advance notices should be directed to LTJG Corey Menige, Ninth Coast Guard District (oan), 1240 East Ninth Street, Cleveland, OH 44199-2060. (216) 522 3992.

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

Periodically the Coast Guard evaluates the system of Aids to Navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard the Coast Guard is evaluating changes in aids to navigation as noted below. Comments are requested, and should be addressed to LTJG Menige, Ninth Coast Guard District (oan). All comments submitted should include the following information: (A) Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day and by night, (B) Where practical, the type of navigation devices, such as compasses, radio direction finder, radar, LORAN and search lights with which such vessels are equipped, (C) The number of passengers and the type, quantity, and value of cargo involved, and (D) A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement.

GENERAL - GREAT LAKES

Disestablish the following lights:

Thirtymile Point Light (LLNR 2395)

Dunkirk Light (LLNR 3410)

Port Sanilac Light (LLNR 10115)

Point Aux Barques Light (LLNR 10210)

Forty Mile Point Light (LLNR 11715)

Sturgeon Point Light (LLNR 11345)

St. Helena Light (LLNR 17720) [09/96]

GENERAL - GREAT LAKES

Disestablish the following fog signals:

Frankfort North Breakwall Light (LLNR 18375)

Manistee North Pierhead Light (LLNR 18450)

Ludington North Breakwall Light (LLNR 18530)

Ludington North Pierhead Light (LLNR 18540)

Pentwater North Pierhead Light (LLNR 18620)

Muskegon South Breakwall Light (LLNR 18705)

Muskegon South Pierhead Light (LLNR 18710)

Muskegon Lake Light (LLNR 18735)

Grand Haven South Pierhead Entrance Light (LLNR 18965)

South Haven South Pierhead Light (LLNR 19505)

St. Joseph North Pierhead Light (LLNR 19515)

Michigan City East Pierhead Light (LLNR 19545) [02/97]

ST. LAWRENCE RIVER - NY - St. Lawrence Seaway - Chart 14768

Change the characteristic of Tibbetts Point Light (LLNR 1735) from Oc W 10s to a Fl W 15s.

Increase the nominal range from 16SM to 22SM. [09/96]

LAKE ERIE - PA - Erie Harbor - Chart 14835

Change the characteristic of Erie Harbor Pierhead Light (LLNR 3495) from Oc R 4s to Fl R 2.5s and solarize aid.

[09/96]

LAKE ERIE - OH - Ashtabula Harbor - Chart 14836

Change the characteristic of Ashtabula Harbor Entrance Light 2 (LLNR 3760) from a F R to a Fl R 2.5s and solarize aid. [09/96]

LAKE ST. CLAIR - MI - Lake St.Clair - Chart 14853

Establish a light structure to replace Lake St.Clair LB 30 (LLNR 8570).
[09/96]

LAKE HURON - MI - Lake Huron Cut - Chart 14862

Increase the nominal range of Lake Huron Cut Light 7 (LLNR 10065) from 6SM to 13SM.
[09/96]

LAKE HURON - MI - Lexington Harbor - Chart 14862

Increase the nominal range of Lexington Harbor East Breakwater Light 2 (LLNR 10095) from 5SM to 8SM.
[09/96]

LAKE HURON - MI - Au Gres Harbor - Chart 14863

Increase the nominal range of Au Gres Harbor South Pierhead Light 3 (LLNR 11160) from 6SM to 8SM.
[09/96]

LAKE SUPERIOR - MI - Marquette Harbor - Chart 14970

Change the characteristic of Marquette Light (LLNR 14630) from Fl W 10s to Fl W 6s.
[09/96]

LAKE SUPERIOR - MN - Superior Harbor - Chart 14975

Change the nominal range of Superior Harbor South Breakwater Light (LLNR 15595) from 22NM to 18NM. [11/95]

LAKE MICHIGAN - IL - Chicago Harbor - Chart 14927

Increase the nominal range of Chicago Harbor Entrance South Side Light (LLNR 19985) from 8 statute miles to 16 statute miles. [37/96]

Questions regarding these advance notices should be directed to LTJG Corey A. Menige, Ninth Coast Guard District (oan), 1240 East Ninth Street, Cleveland, OH 44199-2060. (216) 522 3992.

VII. GENERAL NOTICES

LAKE ERIE - PA - Erie Harbor - Dredging, Chart 14835

Durocher Dock and Dredge, Inc. will be conducting dredging operations in the East Canal Basin, Erie Harbor, Erie, PA from March 10, 1997 until September 30, 1997. Operations will be 24 hours/7 days/wk. The tug MEAGHAN BETH may be contacted on VHF FM 16 and 18. Tug and barges will be towing to and from disposal sites at the Confined Disposal Facility and the Open Lake dumping ground. [01/97]

LAKE ERIE - OH - Conneaut Harbor - Chart, 14824

Comments concerning the adequacy of the present aids to navigation systems between Conneaut Harbor Breakwater Light 1 (LLNR 3700) and Conneaut

Shoal Buoy (LLNR 3735) are requested by November 1, 1997 and should be addressed to OFFICER IN CHARGE, USCG AIDS TO NAVIGATION TEAM

BUFFALO, 1 Furman Blvd., Buffalo, NY 14203-3189. [03/97]

LAKE ERIE - OH - Fairport Harbor - Chart, 14837

Comments concerning the adequacy of the present aids to navigation systems between Fairport Harbor East Breakwater East End Light 1 (LLNR 3835) and

Oksiloff Jetty Buoy A (LLNR 3960) are requested by November 1, 1997 and should be addressed to OFFICER IN CHARGE, USCG AIDS TO NAVIGATION TEAM HURON, 110 Wall St., Huron, OH 44839-1690. [03/97]
LAKE ERIE - OH - Cleveland -Bulkhead Construction, Chart 14839
Marine Contracting Corp. will be conducting construction operations in Cleveland, OH from March 25 until April 15, 1997. Operations will be from 0700 to

1800 local, Monday through Friday. The tug PRAIRIELAND may be contacted on VHF FM 19. For further information contact Victor J.Monz Jr. at (216) 246-3903. [03/97]

LAKE ERIE - OH - Avon Lake - Pier Renovation, Chart 14830
Marine Contracting Corp. will be conducting construction operations in Avon Lake, OH from March 25 until September 30, 1997. Operations will be from 0700 to
1800 local, Monday through Friday. The tug TIMBERLAND and the derrick CROW may be contacted on VHF FM 19. For further information contact Victor J. Monz Jr. at (216) 246-3903. [03/97]

LAKE ERIE - OH - Portage River, Winter Bridge Operating Schedules, Chart 14842
The Conrail bridge at mile 1.5 over Portage River in Port Clinton, OH will operate as follows for the winter navigation season: November 1, 1996 to April 15, 1997 Open with 24 hours advance notice. April 15, 1997 to April 30, 1997 Open with 3 hours advance notice. Advance notice may be provided by calling (313) 323-5806. [34/96]

LAKE ERIE - OH -Sandusky Harbor - Diving Operations, Chart 14845
Caldwell's Diving Company, Inc. will be conducting diving operations in Sandusky, OH from April 6, 1997 until April 30, 1997. Operations will be from 0700 to 1800 local, Monday through Friday. The 24' open boat CALDWELL INSPECTOR may be contacted on VHF FM 13 and 16. Caution, divers in the water, no wake. For further information contact John Breininger at (908)244-0747. [02/97]

LAKE ERIE - OH -Maumee River, Winter Bridge Operating Schedules, Chart 14847
The Conrail bridge at mile 5.76 over theMaumee River will be unattended and closed to navigation between 01 January and 01 April 1997. The bridge will open with a 12-hour advance notice for vessels wishing to transit the draw during this period. Advance notice may be provided by calling (313) 323-5806. [34/96]

LAKE ERIE - OH - Toledo Harbor, Bridge maintenance, Chart 14847
The Craig Memorial (I-280) bridge, mile 3.30 overMaumee River, will be undergoing rehabilitation throughout the 1997 navigation season. Working hours will be 0700-1800, Mondaythru Friday. Mariners must provide a 12-hour advance notice for requests to open the draw from April 1 to May 1, 1997 while bridge decking is removed. Bridge fender work will commence later in the summer requiring a work barge in the channel. Future notice to mariners will be provided as the work progresses. Advance notice is provided by calling Doug Gaby at (419) 476-5617 during work hours, or (419) 599-1014 at home. [01/97]

LAKE ERIE TO LAKE HURON - Obstruction Removal and Survey
Beginning on or about March 30, 1997, and continuing throughout the 1997 navigation season, the U. S. Army Corps of Engineers s/v PAJCranebarge VELER, along with other survey vessels and attendant plant, will perform obstruction removal and survey operations in various Federal navigation channels of

Lake Huron, the St. Clair River, Lake St. Clair, the Detroit River and Lake Erie, While performing survey operations, the s/v PAJ (a 120 feet long by 33 feet wide vessel), may be transiting the channels in a transverse (sideways) mode and thus will be one of the widest vessels in the channels. Also, operating in this mode, the maneuverability of the vessel is restricted. Appropriate shapes and/or lights will be exhibited. Operations will be conducted Monday through Friday from 0700 to 1900 hours. Vessel operators should use caution and reduce speed when navigating in the vicinity of these operations. All inquiries should be addressed to CENCE-CO-OO, U. S. ARMY CORP OF ENGINEERS, DETROIT DISTRICT, P. O. BOX 1027, DETROIT, MI 48231-1027 and should refer to Notice to Navigation Interests No. L97-02. [03/97]

LAKE HURON - MI - Saginaw Bay and River - Surveys, 14867

U. S. Army Corps of Engineers' survey vessels will be performing survey operations within the Federal navigation channels in the Saginaw Bay and the Saginaw River, Michigan throughout the 1997 navigation season. Vessel operators should use caution and reduce speed when navigation in the vicinity of these operations. All inquiries should be addressed to CENCE-CO-OO, U. S. ARMY CORP OF ENGINEERS, DETROIT DISTRICT, P. O. BOX 1027, DETROIT, MI 48231-1027 and should refer to Notice to Navigation Interests No. L97-03. [03/97]

DETROIT RIVER - MI - East and West Outer Channel - Chart, 14848

Comments concerning the adequacy of the present aids to navigation systems between Detroit River Light (LLNR 6885) and Peche Island Buoy (LLNR 8275) are requested by November 1, 1997 and should be addressed to COMMANDING OFFICER, USCGC BRISTOL BAY, 110 Mt. Elliott Ave, Detroit, MI 48207-4380. [03/97]

ST. CLAIR RIVER - MI - Lake Huron Cut - Chart, 14852

Comments concerning the adequacy of the present aids to navigation systems between St. Clair Flats Canal Buoy 1 (LLNR 9570) and Lake Huron Cut

Lighted Buoy 12 (LLNR 10090) are requested by November 1, 1997 and should be addressed to COMMANDING OFFICER, USCGC BRAMBLE, P.O. Box 610786, Foot of Lincoln Ave., Port Huron, MI 48061-0786. [03/97]

ST. CLAIR RIVER - MI - Port Huron - Black River, Winter Bridge Operating Schedule, Chart 14865

The Grand Trunk Western Railroad bridge, mile 1.56 over the Black River in Port Huron, MI, will be unattended between 01 December 1996 and 31 March 1997. The bridge will open if at least a 24-hour advance notice is provided by vessels wishing to transit the draw. Advance notice may be provided by calling (804) 989-4277. [33/96]

LAKE HURON - MI - Cheboygan Harbor - Dredging - Chart 14826

Durocher Dock & Dredge, Inc. has been conducting dredging and bulkhead construction in the Cheboygan Harbor, Michigan from March 10, 1997 until April 30, 1997. Hours of operation will be 0700 to 1900, 7 days a week. The Tugs NANCY ANNE will be monitoring VHF-FM channels 13, Chart 16, and 18. Tug and barges will be partially blocking river at location of street ends, (west side) and Second Street, (east side) of Cheboygan River. See enclosure (4) for exact position. Mariners transiting this area are urged to use caution. [01/97]

LAKE HURON - MI - Straits of Mackinac - Waterways 14826

In accordance with 33CFR 165.901 Captain of the Port Sault Ste. Marie has opened the waters between St. Ignace, Michigan and Mackinac Island, effective 1600, March 31, 1997. [03/97]

LAKE HURON - MI - Straits of Mackinac - Waterways 14826

In accordance with 33CFR 165.901 Captain of the Port Sault Ste. Marie has opened the waters between Cheboygan, Michigan and Bois Blanc Island known at the South Channel, effective 1600, March 31, 1997. [03/97]

LAKE HURON - MI - Straits of Mackinac - Waterways 14826

In accordance with 33CFR 165.901 Captain of the Port Sault Ste. Marie has opened the waters between Grays Reef Passage, effective 1700, March 31, 1997.

[03/97]

ST. MARYS RIVER - MI - St. Marys River - Chart, 14883

Comments concerning the adequacy of the present aids to navigation systems between Drummond Island South Side Big Shoal Buoy 2 (LLNR 12765) and

West Neebish Channel Lighted Buoy 1 (LLNR 13755) are requested by November 1, 1997 and should be addressed to COMMANDING OFFICER, USCGC

BUCKTHORN, C/O USCG BASE, 337 Water St Sault Ste Marie, MI 49783-9501. [03/97]

ST. MARYS RIVER - MI - General - Channel Maintenance Operations - Chart 14883

U. S. Army Corps of Engineers floating plant (survey vessels and derrick boats) will be performing channel maintenance operations in various reaches and channels of the St. Marys River throughout the 1997 navigation season. Vessel operators are requested to navigate thru caution when in the vicinity of these operation and to reduce speed when requested to do so. Wakes caused by vessels in the area of survey operations may cause a delay in these operations

of up to thirty minutes while waiting for these wakes or ground swells to subside. Radio contact may be established with these vessels on VHF Channel 14 in

the Locks area and VHF Channels 16, 13 or 12 in other areas of the river. Small boat operators are cautioned to keep clear of these operations and listen and

watch for signals from personnel on these vessels. [02/97]

ST. MARYS RIVER - MI - Davis and Sabin Locks - Winter Bridge Operating Schedule - Chart 14884

The Wisconsin Central Railroad bridge over Davis and Sabin Locks in Sault Ste. Marie, MI will be unattended from December 12, 1996 until April 2, 1997. The

bridge will open if a 12-hour advance notice is provided for requests to open the draw during this period.

Notice may be provided by calling (906) 635-4275,

0800 to 1630, (906) 248-5300, after 1630 and weekends, or (715) 345-2464. [39/96]

ST. MARYS RIVER - MI - West Approach to Sabin (Fourth) Lock, Acoustic Test Bed, Chart

14883

As shown on enclosure (2) of LNM 02/97, the large rocks, which were placed in the West Approach - North Canal of the Sabin (Fourth) Lock for the purpose

of testing acoustic shoal detection equipment are still in place. The top of the rocks may be up to four (4) feet above the existing bottom. The rocks will be in

place for the rest of the 1996 Shipping Season. Vessel operators are advised to use caution when navigation in this area. [02/97]

ST. MARYS RIVER - MI - Little Rapids Channel - Ice Control Booms - Chart 14883

Mariners are reminded that the ice control booms placed in the upper portion of Little Rapids Channel along the easterly and westerly sides of the channel (19

November, 1996, LNM 36/96) will still be in place at the opening of the 1997 navigation season. The channel width is still restricted to approximately 385 feet

in this area. The position of the booms is as indicated on enclosure (2) of LNM 02/97. All vessel operators are cautioned that anchor cables and chains are

located underwater and extend upstream and shoreward of the visible portions of the booms.. Caution should be exercised when navigation in this area.

Operations to remove the ice booms will commence on or about April 7, 1997 or as soon as possible when harbor ice conditions permit. [02/97]

ST. MARYS RIVER - MI - Little Rapids Channel, Ice Control Islands, Chart

14883

Additional ice islands have been placed along the easterly side of the channel in the positions indicated on enclosure (2) of LNM 02/97. Islands number 3, 4 and 7 were placed during November/December 1996. (See November 19, 1996, LNM Supplement 36/96). Islands number 1, 2 and 6 will be placed at a later date during the 1997 shipping season. [02/97]

LAKE SUPERIOR - MI -Keweenaw Waterway, Bridge Rehabilitation, Chart 14972

The Houghton-Hancock (U.S. Route 41) Lift bridge at mile 16.0 over the Keweenaw Waterway will be secured until April 16, 1997 for rehabilitation. [01/97]

LAKE MICHIGAN

The following is a general listing of waterways where various bridge projects are in progress or will be performed during the 1997 navigational season:

Waterways

Chicago River - Main, North Branch & South Branch

Chicago Sanitary & Ship Canal

Fox River, Wisconsin

Indiana Harbor Ship Canal, Indiana

Kinnickinnic River, Wisconsin

Manitowoc River, Wisconsin

Menominee River, Wisconsin

Milwaukee River, Wisconsin

Root River, Wisconsin

Sheboygan River, Wisconsin

As projects develop, advisements will be made. If restrictions are necessary they will be authorized by the Coast Guard only after it has been established that the requested closure period will minimally impact navigation. In addition, bridge closures during special events will be listed once a closure is authorized.

The listed closure period may be well in advance of the actual closure date, therefore, it is suggested that you list these closures in the vessel's log or on a calendar. [01/97]

LAKE MICHIGAN - MI -Manistique - Vessel adrift, Chart 14902

The 14ft F/V SUPERSNAPPER, white hull and blue stripe is stuck in an ice flow and adrift. Last known position was 42-40N 86-14.5W.

[01/97]

LAKE MICHIGAN - MI -Charlevoix Harbor - Winter Bridge Operating Schedule - Chart 14942

The U.S. Route 31 bridge over the Pine River in Charlevoix, MI will be unmanned and open only with a 12-hour advance notice from 15 December 1996 to

March 31, 1997. Advance notice may be provided by calling the Chief Operator at (616) 547-9610 or pager (616) 230-4621, Charlevoix Police Dept.

(616) 547-3255, or Kalkaska Maintenance Garage (616) 258-5611. [37/96]

LAKE MICHIGAN - MI - Grand Haven Harbor, Dredging, Chart 14933

M. C. M. Marine, Inc., will be conducting hydraulic pipeline dredging at Grand Haven Harbor, MI from March 24 until April 20, 1997. Hours of operation will be

24Hrs/7days a week. The dredge ARTHUR J may be contacted on channels 16 and 10. Pay special attention to the submerged pipeline, buoys and required

day and night signs on dredge. For further information, contact Darwin McCoy at (906) 635-9745.

[02/97]

LAKE MICHIGAN - MI -Pentwater Harbor, Breakwall repair, Chart 14907

Luedtke Engineering Co., will be conducting breakwall repairs at Pentwater Harbor, MI from May 15 until November 30, 1997. Hours of operation will be

24Hrs/7days a week. The tug PAUL LUEDTKE or DKBT #12 may be contacted on channels 16 and 19.

For further information, contact JonKeillor at
(616)352-9631. [02/97]

LAKE MICHIGAN - MI - Holland Harbor, Dredging, Chart 14932

M. C. M. Marine, Inc., will be conducting hydraulic pipeline dredging at Holland Harbor, MI from April 15 until May 15, 1997. Hours of operation will be 24Hrs/7days a week. The dredge ARTHUR J may be contacted on channels 16 and 10. Pay special attention to the submerged pipeline, buoys and required day and night signs on dredge. For further information, contact DarwinMcCoy at (906)635-9745.
[02/97]

LAKE MICHIGAN - MI - Holland Harbor, Dredging, Chart 14932

Andrie Inc., will be conducting dredging operations at Holland Harbor, MI from March 31 until May 1, 1997. Hours of operation will be 24Hrs/7days a week. The dredge CLARA ANDRIE may be contacted on channels 16 and 18A. For further information, contact DennyKempen at (616)728-2226. [02/97]

LAKE MICHIGAN - MI - St. Joseph Harbor, Dredging, Chart 14930

M. C. M. Marine, Inc., will be conducting hydraulic pipeline dredging at St. Joseph Harbor, MI from April 30 until May 30, 1997. Hours of operation will be 24Hrs/7days a week. The dredge ARTHUR J may be contacted on channels 16 and 10. Pay special attention to the submerged pipeline, buoys and required day and night signs on dredge. For further information, contact DarwinMcCoy at (906)635-9745.
[02/97]

LAKE MICHIGAN - MI - St. Joseph Harbor, Bridge closure for Special Event, Chart 14930

The Bicentennial bridge at mile 1.3 over the St. Joseph River will be closed toasted navigation between 0900 and 1700 on May 3, 1997 for the Twin City Grand Floral Parade. [01/97]

LAKE MICHIGAN - IN - Michigan City, Bridge operating schedule, Chart 14926

The Franklin Street bridge, mile 0.5 over Trail Creek, will open as follows for recreational vessels throughout the 1997 boating season: between 0615 and 2315, daily, the bridge need open only from 3 minutes before to 3 minutes after the quarter-hour and three-quarter hour. The bridge will open on signal for commercial vessels, public vessels, vessels in distress, and during severe weather for recreational vessels.
[01/97]

LAKE MICHIGAN - IL - Chicago River - Bridge Maintenance and Clearance Reduction - Chart 14848

Maintenance on the Sag Highway (Route 83) bridge, mile 23.2 over the Chicago Sanitary and Ship Canal, will require supports be placed on the underside of the bridge that will reduce the vertical clearance from 39 feet to 37 feet along the entire length of the bridge. This work is scheduled for completion in May of 1998. [36/96]

LAKE MICHIGAN - IL - Chicago Harbor - Bridge Maintenance - Chart 14928

The following City of Chicago bridges over the Chicago River will have maintenance work performed and various restrictions between 29 November and March 31:

Ohio Street	North Branch	MM 2.09	Work on one leaf at a time.
Congress Street	South Branch	MM 2.35	Full closure thru March. Work barges in place,
Washington Street	South Branch	MM 1.81	Work on one leaf at a time.
Wells Street	Main Branch	MM 1.37	Work continues on south leaf.

[37/96]

LAKE MICHIGAN - IL - Chicago Harbor
- Lock Closures, Chart 14927

There will be occasional closures at the Chicago Harbor Lock, causing possible delays of up to 12 hours for continued construction of the lock bulkhead slots and sills until April 25, 1997. In addition, a sixty foot (60') width restriction is in effect during this period to allow the contractors use of temporary cofferdams which are located at both the east and west sector gates. The cofferdams extend ten feet (10') into the lock chamber, and may be located on both the north and south walls. Vessels entering the lock are advised to confirm exact location and conditions of the cofferdams by contacting the lock operator initially on marine radio channel 16 (156.8 MHz) for instructions before transiting the lock. From March 3, Chart 1997 to March 28, 1997 at 1800 a total lock closure will be in effect. During this period the Chicago district will conduct a ~~test~~ dewatering of the west lock gates. From November 17, 1997 to April 14, 1998 another total closure will be in effect for phase II (2) of the lock repairs. During this period the west lock gates will be repaired. The latest closure information will be provided via a recorded message on the new Chicago Harbor Lock construction information line (312) 353-6400.

[01/97]

LAKE MICHIGAN - IL - Chicago Harbor, Bridge Closings for Special Events, Chart 14927

The City of Chicago Special Event schedule for 1997 is included in this Local Notice to Mariners as enclosure (5) of LNM 01/97. See this list for dates, times, and bridges affected during special events. [01/97]

LAKE MICHIGAN - IL - Chicago River, Bridge Rehabilitation, Chart 14927

The rehabilitation of Cermak Road bridge, mile 4.05 over the South Branch of the Chicago River, will commence April 1, 1997 and continue until approximately May 1998. Work will be done Monday thru Saturday, 0700-1530. Both leafs will be dismantled between 01 April and June 1, 1997. One leaf will be in the open position at all times with approximately 50-70 feet of horizontal clearance at any time. Mariners may have up to 100 feet of clearance by providing a 1-hour advance notice to raise the other leaf. Advance notice may be provided by calling the Thatcher Engineering Corp. barge on VHF-FM channel 16, or Mr. Van Sutphen at work (312) 805-7335, or home (630) 910-1045. Work barges will be in the water during cofferdam work and reconstruction from June 1 to approximately September, 1997 with about 100 feet of clearance. [01/97]

LAKE MICHIGAN - IL - Illinois River - Sunk barge, Chart 14926

The barge reported sunk at MM 199.3 on the Illinois River remains missing. All traffic is advised to use caution when transiting this area.

[01/97]

LAKE MICHIGAN - IL - Calumet River - Bridge Maintenance, Chart 927

Continued maintenance work on the 10th Street Bridge, mile 1.78 over the Calumet River, will require mariners to provide a one-hour advance notice for requests to open the bridge from March 15 to March 30, 1997, Monday through Friday, between the hours of 0700 and 1530. Both leaves will be secured in the open position during work hours.

[01/97]

LAKE MICHIGAN - IL - Calumet River - Bridge Maintenance, Chart 927

Rehabilitation on the Ashland Avenue Bridge, mile 13.98 over the Calumet-Sag Channel, will continue until approximately August 31, 1997. Crews will be working Monday through Saturday from 0700 to 1730.

[01/97]

LAKE MICHIGAN - WI - Milwaukee Harbor, Bridge closures for Special Events, Chart 14924

Various special events throughout the summer of 1997 will affect selected City of Milwaukee bridges as follows:

RIVERSPLASH June 6 and 7, between 2130 and 2330, the Kilbourn Ave. bridge, mile 1.70, State Street bridge, mile 1.79, Juneau Ave. bridge, mile 2.06, and Cherry St. bridge, mile 2.29, all over Milwaukee River, will be secured to all vessel traffic.

SUMMERFEST * Broadway St., mile 0.79 and Water St., mile 0.94:

June 26 (Rain date June 27) and July 3 (Rain date July 4), bridges will be secured to ALL vessel traffic between 2200 and 0100.

June 27 through July 2, and from July 4 through July 6, bridges will be secured to all recreational traffic between 2300 and 0100 daily.

CIRCUS IN THE July 12 (Rain date July 13), Broadway St. and Water St. bridges

SKY FIREWORKS will be secured to recreational traffic. Commercial vessels, emergency vessels, and vessels carrying more than 50 passengers will be passed through.

CIRCUS PARADE July 13, between 1100 and 1800. St. Paul Ave., Clybourn St., Michigan St., Wisconsin Ave., and State St. bridges, all over Milwaukee River, will be secured to ALL vessel traffic.

FESTA ITALIANA July 17 through July 20, Broadway St. and Water St. bridges will be secured to recreational traffic between 2200 and 2400. [01/97]

LAKE MICHIGAN - WI - Milwaukee Harbor - Winter Bridge Operating Schedule - Chart 14924

In accordance with the provisions of 33 CFR 117.45, the City of Milwaukee has requested and received permission to operate city owned bridges with roving bridgetenders and a 12 hour advance notice for vessels desiring openings between November 24, 1996 and April 26, 1997. This requirement will not apply to vessels that operate daily on the Menominee River during the winter. Advance notice may be provided by calling the Bridge Operator Lead Worker at (414) 286-2575, or VHF-FM channel 16 (call sign KW 4448). [28/96]

LAKE MICHIGAN - WI - Milwaukee - Bridge Maintenance, Chart 14924

The Wells Street Bridge, MM 1.61, and the Pleasant Street Bridge, MM 2.58 over the Milwaukee River, will be secured to marine traffic until April 11, 1997 for maintenance.

[01/97]

LAKE MICHIGAN - WI - Milwaukee Breakwall repairs, Chart 14924

Luedtke Engineering Co. will be conducting breakwater repairs at Milwaukee Harbor, WI from April 7 until May 15, 1997. Hours of operation will be 0700 to 1900/7 days a week. The tug PAUL LUEDTKE or DKBT #12 may be contacted on channels 16 and 19. For further information, contact Jon Keillor at (616) 352-9631. [02/97]

LAKE MICHIGAN - WI - Milwaukee Breakwall repairs, Chart 14924

American Marine Constructors, Inc. will be conducting breakwater repairs at the southern end of the North Detached Breakwater of Milwaukee Harbor, WI from April 1 until June 30, 1997. Hours of operation will be 0600 to 1900/7 days a week. The tug DEFIANCE, ALICE E and barge WISCONSIN or subcontractor Luedtke Engineering Co. may be contacted on channels 16 and 18A. All vessels in the area are requested to use caution, reduce speed and maintain a safe distance. American Marine Vessels are not expected on site until May 9, 1997. For further information, contact American Marine Constructors Inc. at (616) 926-1717. [03/97]

LAKE MICHIGAN - WI - Milwaukee - Construction, Chart 14924

Work and construction barges have completely obstructed the Milwaukee River just south of Milwaukee Ave. Bridge (MM 1.70). Mariners are advised to use extreme caution when approaching the area. [03/97]

LAKE MICHIGAN - WI - Sturgeon Bay Ship Canal, Bridge Operating Regulations, Chart 14919

The Coast Guard has issued new regulations governing the operations of the Michigan Street bridge at mile 4.3 over the Sturgeon Bay Ship Canal. An Interim Rule with request for comments was published in the Federal Register on February 14, 1997 changing the regulations contained in 33 CFR Part 117.1101.

The regulations go into effect on March 17, 1997. Comments regarding this regulation may be submitted until April 15, 1997. A copy of the Interim Rule has been included in this Local Notice Mariners as enclosure (6) of LNM 01/97. [01/97]

LAKE MICHIGAN - WI - Green Bay, Bridge automation, Chart 14918

The Wisconsin Central bridge at mile 1.03 over the Fox River in Green Bay, WI will not be manned by tenders in 1997. The bridge has been automated and will be open to navigation except when a train is crossing. Mariners may contact the railroadmaster at (414) 436-5903, 24 hours a day, 7 days a week.

[01/97]

GREEN BAY - WI - Fox River - Bridge Maintenance, Chart 14916

The Main Street Bridge at MM 1.58 and the Walnut Street Bridge at MM 1.81 over the Fox River will open for marine traffic only with a 12 hour advance notice until April 1, 1997. Advance notice can be provided by calling (414) 492-3731 or (414) 492-3735.

[01/97]

GREEN BAY - WI - Marinette - Hazard to Navigation, Chart 14917

On the Menominee River near Marinette, WI, there is an unknown submerged object in approximate position 45-06.02N 087-37.00W in 22 feet of water

within the charted navigable channel. All vessels transiting this area should proceed with caution.,

[03/97]

GREAT LAKES - GENERAL - MARINE EVENTS

Events listed below are events that do not have accompanying special local regulations. Mariners transiting these areas are not required to contact

U.S. Coast Guard, but are asked to exercise caution when navigating through the area of the event.

LocationEvents Dates Time (Local)

LAKE ERIE

Erie Harbor - East Basin	01/97	DREDGING	24HRS/7 DAYS A WEEK	31 AUG 97
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Cleveland, OH	03/97	BULKHEAD INSTALLATION	0700-1800/MON-FRI	15 APR 97
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Avon Lane, OH	03/97	PIER RENOVATION	0700-1800/MON-FRI	30 SEP 97
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Sandusky, OH	02/97	DIVING	0700-1800/MON-FRI	30 APR 97
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Lake Erie to Lake Huron	03/97	SURVEY OPERATIONS	0700-1900/MON-FRI	15 DEC 97
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LAKE HURON

Saginaw Bay and River, MI	03/97	SURVEY OPERATIONS		15 DEC 97
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Cheboygan, MI	01/97	DREDGING	0700-1900/7 DAYS A WEEK	30 APR 97
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ST. MARYS RIVER

ST. MARYS RIVER, MI	02/97	CHANNEL MAINTENANCE	31 DEC 97
LAKE MICHIGAN			
Grand Haven, MI	02/97	DREDGING 24HRS/7 DAYS A WEEK	20 APR 97
Pentwater, MI	02/97	BREAKWALL REPAIR 24HRS/7 DAYS A WEEK	30 NOV 97
Holland, MI	02/97	DREDGING 24HRS/7 DAYS A WEEK	15 MAY 97
Holland, MI	02/97	DREDGING 24HRS/7 DAYS A WEEK	01 MAY 97
St. Joseph, MI	02/97	DREDGING 24HRS/7 DAYS A WEEK	30 MAY 97
St. Joseph, MI	03/97	DREDGING 24HRS/7 DAYS A WEEK	10 JUN 97
SAG Hwy, Chicago, IL	36/96	BRIDGE MAINTENANCE	31 MAY 98
Calumet, IL	01/97	BRIDGE MAINTENANCE 0700-1530/MON-FRI	30 MAR 97
Calumet, IL	01/97	BRIDGE MAINTENANCE 0700-1730/MON-SAT	31 AUG 97
Milwaukee, WI	01/97	BRIDGE MAINTENANCE 24HRS/7 DAYS A WEEK	11 APR 97
Milwaukee, WI	02/97	BREAKWALL REPAIR 0700-1900/7 DAYS A WEEK	15 MAY 97
Milwaukee, WI	03/97	BREAKWALL REPAIR 0600-1900/7 DAYS A WEEK	30 JUN 97
Fox River, WI	01/97	BRIDGE MAINTENANCE 24HRS/7 DAYS A WEEK	01 APR 97

GREAT LAKES - PERMANENT REGULATIONS

The event(s) listed below is/are or will be published as a Permanent Special Local Regulation for Great Lakes Annual Marine Events in 33 CFR Part 100.

Mariners desiring to transit the regulated area may do so only with prior approval of the Coast Guard Patrol Commander for the event. The Patrol

Commander may be contacted on VHF-FM channel 16 (156.3MHZ) by the call sign "Coast Guard Patrol Commander".

Event	Date	Time (Local)	Patrol Commander
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None

GREAT LAKES - SAFETY ZONE REGULATIONS

The Commander Ninth Coast Guard District, has issued Special Local Regulations, under 33 CFR Part 100, for the following event:

GREAT LAKES - NOTICE OF PROPOSED RULE MAKING

The Commander Ninth Coast Guard District, has issued a Notice Of Proposed Rule Making, under 33 CFR Part 100, for the following event:

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS STILL IN EFFECT

The LNM column is where the entry originally appeared and where detailed information may be obtained.

The dates listed for completion are tentative.

Location	LNM	Subject	Hours / Days	Until
LAKE ERIE				
Erie Harbor - East Basin	01/97	DREDGING	24HRS/7 DAYS A WEEK	31 AUG 97
Cleveland, OH	03/97	BULKHEAD INSTALLATION	0700-1800/MON-FRI	15 APR 97
Avon Lane, OH	03/97	PIER RENOVATION	0700-1800/MON-FRI	30 SEP 97
Sanduskly, OH	02/97	DIVING	0700-1800/MON-FRI	30 APR 97
Toledo, OH	01/97	BRIDGE MAINTENANCE	0700-1800/MON-FRI	15 DEC 97
Lake Erie to Lake Huron	03/97	SURVEY OPERATIONS	0700-1900/MON-FRI	15 DEC 97

LAKE HURON

Saginaw Bay and River, MI	03/97	SURVEY OPERATIONS	15 DEC 97
Cheboygan, MI	01/97	DREDGING 0700-1900/7 DAYS A WEEK	30 APR 97

ST. MARYS RIVER

ST. MARYS RIVER, MI	02/97	CHANNEL MAINTENANCE	31 DEC 97
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LAKE SUPERIOR

Houghton-Hancock, MI	01/97	BRIDGE REPAIR	16 APR 97
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LAKE MICHIGAN

Grand Haven, MI	02/97	DREDGING 24HRS/7 DAYS A WEEK	20 APR 97
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Pentwater, MI	02/97	BREAKWALL REPAIR 24HRS/7 DAYS A WEEK	30 NOV 97
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Holland, MI	02/97	DREDGING 24HRS/7 DAYS A WEEK	15 MAY 97
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Holland, MI	02/97	DREDGING 24HRS/7 DAYS A WEEK	01 MAY 97
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St. Joseph, MI	02/97	DREDGING 24HRS/7 DAYS A WEEK	30 MAY 97
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SAG Hwy, Chicago, IL	36/96	BRIDGE MAINTENANCE	31 MAY 98
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Chicago, IL	01/97	BRIDGE MAINTENANCE 0700-1530/MON-SAT	31 MAY 98
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Calumet, IL	01/97	BRIDGE MAINTENANCE 0700-1530/MON-FRI	30 MAR 97
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Calumet, IL	01/97	BRIDGE MAINTENANCE 0700-1730/MON-SAT	31 AUG 97
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Milwaukee, WI	01/97	BRIDGE MAINTENANCE 24HRS/7 DAYS A WEEK	11 APR 97
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Milwaukee, WI	02/97	BREAKWALL REPAIR 0700-1900/7 DAYS A WEEK	15 MAY 97
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Milwaukee, WI	03/97	BREAKWALL REPAIR 0600-1900/7 DAYS A WEEK	30 JUN 97
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Milwaukee, WI	03/97	BRIDGE MAINTENANCE	
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Fox River, WI	01/97	BRIDGE MAINTENANCE 24HRS/7 DAYS A WEEK	01 APR 97
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VIII. LIGHT LIST CORRECTIONS, VOL VII, GREAT LAKES since 02/97

(* Denotes the column in which a correction has been made or new information added.)

(1) No.	(2) Name and location	(3) Re* marks	(4)	(5) Position	(6) Characteristic	(7) Height	(8) Range	(8) Structure
7750	MAMAJUDA LIGHT							Remove from list.
7755	- Lighted Buoy 89				Fl G 4s	4	Green.	Replaced by can from Dec. 14
								to Apr. 1.
		*	*		*	*	*	03/97

IX. ENCLOSURES

(1) Survey of Tabulated Depths

GERALD F. WOOLEVER
Rear Admiral, U. S. Coast Guard
Commander, Ninth Coast Guard District